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Airfield Construction and Upgrading, Iraq (S)



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AIRFIELD CONSTRUCTION AND UPGRADING, IRAQ (S)

INTRODUCTION

1. Shortly before the September 1980 outbreak of the Iran-Iraq war, Iraq began major airfield construction and renovation efforts. From June 1980 through February 1983, 21 new airfields had been identified and 19 operational airfields were being upgraded (Figure 1). These new and upgraded airfields increase the deployment flexibility of the Iraqi Air Force (IAF), reduce its vulnerability from attack, and furnish increased facilities for future expansion of aircraft and personnel. This report contains four photographs and two tables. (S/WN)

DESCRIPTION

2. Thirteen of the 21 new airfields are in the eastern half of the country. When complete, they will enhance the IAF's ability to defend eastern military installations and oilfields and provide a base for offensive sorties into Iran. Four other airfields were under construction in the southern part of the country, near the Saudi Arabian border; the remaining four were being constructed in the western part, near the Syrian border. IAF units, when stationed at the new western airfields, will be relatively safe from Iranian air attacks and will have improved capability to react to possible threats from Syria. (S/WN)

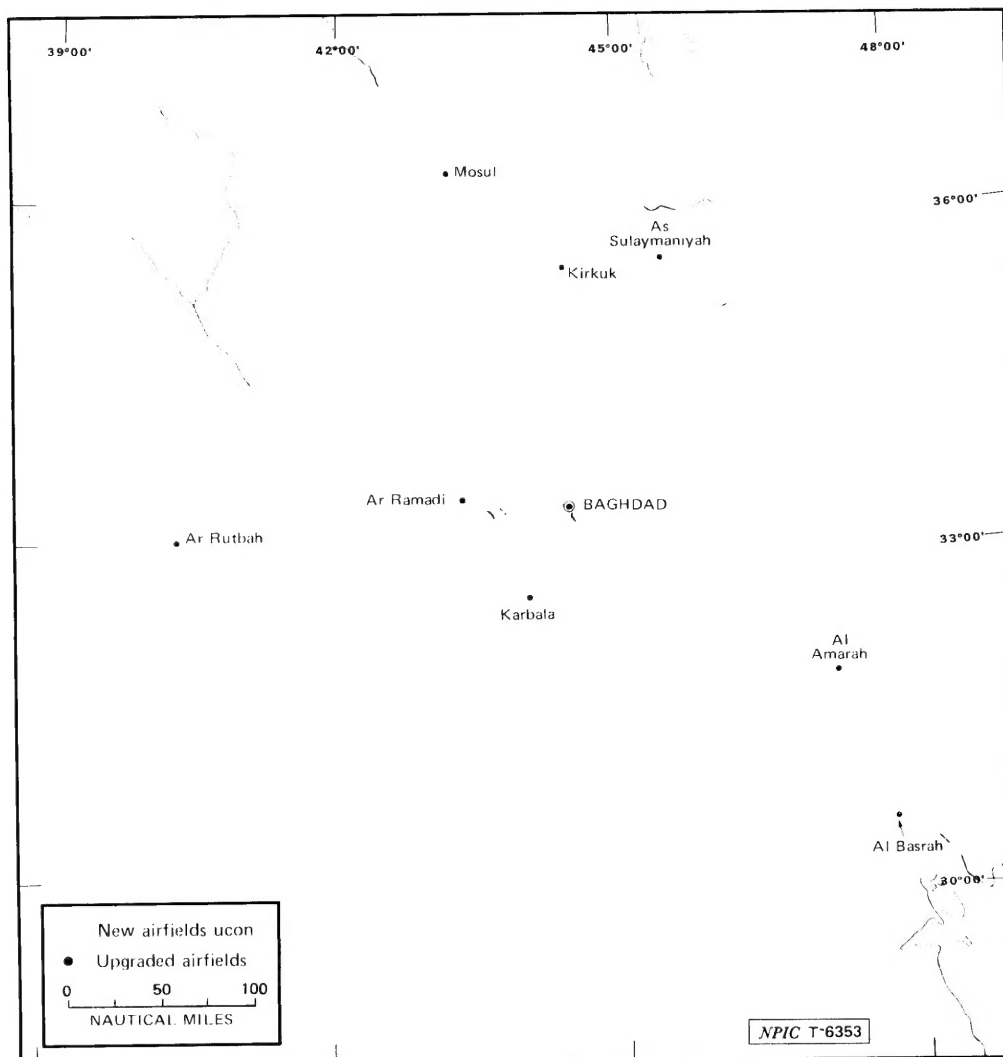


FIGURE 1. AIRFIELDS UNDER CONSTRUCTION AND AIRFIELDS BEING UPGRADED IN IRAQ

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3. Of the 21 new airfields, eight will have runways in excess of 2,440 meters, and 13 will have runways longer than 3,050 meters (Table 1). Construction of military/fighter aircraft dispersal areas with high-speed approaches and probable aircraft bunkers was observed at at least 18 of the new airfields. Shayka Mazhar Airfield, in eastern Iraq (Figure 2), is typical of the new installations: the runway and taxiway were in the early-to-midstage of construction while the parking apron, aircraft dispersal areas, and aircraft bunkers were in the early-to-late stages of construction. A newly operational airfield, Balad Southeast Airfield (Figure 3), also in eastern Iraq, is another example: one runway and taxiway appeared to be complete, while a second runway and taxiway, aircraft dispersal areas, aircraft bunkers, and other infrastructure were in the late stages of construction. (S/WN)

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Table 1. New Airfields Under Construction
(This table is keyed to Figure 1)

Item	Airfield/Location/BE No.	Latest Coverage	Construction Status	Remarks	
1	Bashur Airfield 36 32 10N 044 20 00E 		Early stages	One 2,600-meter NW/SE runway, one parking apron, and two taxiways ucon	25X1
2	Tall Afar Airfield 36 17 21N 042 23 25E 		Early to midstage	One 3,000-meter NW/SE runway, two aircraft dispersal areas with eight high-speed approaches, 10 hardstands/aircraft bunkers, one parallel taxiway, one end-connecting and two crossover links, two taxiways, and one parking apron ucon	25X1
3	Sahl Sinjar Airfield 35 51 25N 042 08 20E 		Early stages	One 3,445-meter NW/SE runway, two aircraft dispersal areas with eight high-speed approaches and 11 hardstands/aircraft bunkers, two taxiways, two crossover links, and two parking aprons ucon	25X1
4	Tall Ashtah Airfield New 35 08 25N 044 08 25E 		Early stages	One 2,660-meter NW/SE runway, one aircraft dispersal area with two high-speed approaches, and one taxiway ucon	25X1
5	Tuz Khurmatu New WNW Airfield 34 55 35N 044 29 42E 		Early stages	One 3,300-meter NW/SE runway, one aircraft dispersal area with four high-speed approaches and six hardstands/aircraft bunkers, one taxiway, and one crossover link ucon	25X1
6	Samarra Airfield West 34 18 30N 043 16 10E 		Late stages	One 3,003-meter WNW/ESE runway ucon; one natural-surfaced end-connecting link and three natural-surfaced crossover links appear to be complete	25X1
7	Samarra East Airfield 34 09 00N 044 16 30E 		Early stages	One 3,000-meter NW/SE runway, two dispersal areas with eight high-speed approaches and 10 hardstands/aircraft bunkers, one taxiway, and one parking apron ucon	25X1
8	Balad Southeast Airfield 33 55 59N 044 21 26E 		Mid-to-late stages	One 3,400-meter NW/SE runway appeared to be operational; one 3,400-meter NW/SE runway, two taxiways, four aircraft dispersal areas with 19 high-speed approaches and 36 aircraft bunkers, three crossover links, three parking aprons, and a large support area ucon	25X1
9	H 1 New Airfield 33 49 05N 041 26 45E 		Midstage	One 3,290-meter NW/SE runway, one taxiway, two aircraft dispersal areas with eight high-speed approaches and 11 hardstands/aircraft bunkers, two end-connecting and two crossover links, and one parking apron ucon	25X1
10	Al Asad Airfield 33 47 35N 042 26 30E 		Early stages	One 4,040-meter E/W runway, one 4,000-meter E/W runway, six aircraft dispersal areas with 39 aircraft bunkers, one taxiway, two end-connecting and three crossover links, and three parking aprons ucon	25X1
11	Shayka Mazhar Airfield 32 56 00N 044 40 00E 		Midstage	One 4,000-meter NW/SE runway, two aircraft dispersal areas with 11 high-speed approaches and 13 aircraft bunkers, one taxiway, and one parking apron ucon	25X1
12	An Numaniyah New Airfield 32 30 31N 045 19 55E 		Midstage	One 3,070-meter NW/SE runway, two aircraft dispersal areas with eight high-speed approaches and 10 hardstands/aircraft bunkers, one taxiway, one crossover link, and one parking apron ucon	25X1

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Item	Airfield/Location/BE No.	Latest Coverage	Construction Status	Remarks
13	Mudaysis Airfield 32-24-50N 041-57-50E <div></div>		Midstage	One 3,066-meter NW/SE runway, two aircraft dispersal areas with eight high-speed approaches and 10 aircraft bunkers, one taxiway, two end-connecting and two crossover links, and one parking apron ucon
14	Kut Al Hayy Airfield East 32-07-16N 046-23-01E <div></div>		Early stages	One 3,010-meter NW/SE runway, two aircraft dispersal areas with eight high-speed approaches and 12 hardstands/aircraft bunkers, one taxiway, two end-connecting links, two crossover links, and one parking apron ucon
15	Qalat Sikar Airfield 31-50-05N 046-18-13E <div></div>		Early stages	One 3,414-meter NW/SE runway, two aircraft dispersal areas with eight high-speed approaches and 12 hardstands/aircraft bunkers, one taxiway, two end-connecting and two crossover links, and one parking apron ucon
16	Qalat Salih Airfield 31-27-32N 047-17-13E <div></div>		Early to midstage	One 3,400-meter NW/SE runway, two dispersal areas with eight high-speed approaches and 12 hardstands/aircraft bunkers, one taxiway, and one parking apron ucon
17	Wadi Al Khirr Airfield New 31-24-46N 043-10-55E <div></div>		Early stages	One 3,100-meter NW/SE runway, two aircraft dispersal areas with four high-speed approaches and 10 hardstands/aircraft bunkers, one taxiway, two crossover links, and one parking apron ucon
18	Ghalaysan Airfield New 30-54-36N 043-40-17E <div></div>		Early stages	One 3,100-meter NW/SE runway, two aircraft dispersal areas with six high-speed approaches and seven hardstands/aircraft bunkers, one taxiway, two crossover links, and one parking apron ucon
19	As Salman Airfield North 30-38-37N 044-33-51E <div></div>		Early stages	One 2,900-meter NW/SE runway, two aircraft dispersal areas with eight high-speed approaches and 10 hardstands/aircraft bunkers, one taxiway, two crossover links, and one parking apron ucon
20	Al Basrah West Airfield 30-32-45N 047-40-11E <div></div>		Early stages	One 3,100-meter NW/SE runway, one taxiway, two end-connecting links, and one parking apron ucon
21	Ash Shamiyah Airfield 30-21-01N 047-10-22E <div></div>		Early stages	One 3,000-meter NW/SE runway, two aircraft dispersal areas with eight high-speed approaches and 11 hardstands/aircraft bunkers, two crossover links, and one parking apron ucon

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Table 2. Upgraded Airfields
(This table is keyed to Figure 1)

Item	Airfield/Location/BE No.	Latest Coverage	Functional Status	Improvements	
1	Qayyarah Airfield West 35-46-01N 043-07-20E <input type="text"/>		Operational airfield	Original NNW/SSE runway connected to the new operational 3,716-meter NNW/SSE runway by two new end-connecting and one new crossover links; three new aircraft dispersal areas with two high-speed approaches, 36 hardened aircraft shelters, and two new parking aprons were complete	25X1 25X1
2	K-1 Airfield 35-30-45N 044-17-07E <input type="text"/>		Operational heliport	NE/SW runway obstructed by construction of four parking aprons and three large hangars; the 1,575-meter NNW/SSE runway had been resurfaced	25X1
3	Kirkuk Airfield 35-28-10N 044-21-08E <input type="text"/>		Operational airfield	One operational NW/SE runway being extended to 3,208 meters and resurfaced; one new 3,101-meter parallel runway in early stages of construction; two new aircraft dispersal areas with four high-speed approaches, 13 hardstands/aircraft bunkers, and one new end-connecting link upon	25X1
4	Al Fathah Airfield 35-08-18N 043-43-10E <input type="text"/>		Operational airfield	One NNW/SSE runway was operational while one new 3,404-meter parallel runway and one new parallel runway/taxiway in early stages of construction; two new aircraft dispersal areas with eight high-speed approaches, 10 hardstands/aircraft bunkers, two new crossover links, and one new parking apron upon	25X1
5	K-2 Airfield 34-54-55N 043-23-41E <input type="text"/>		Operational airfield	Operational NW/SE runway extended to 3,505 meters; one new end-connecting link, one new parking apron, and one new parking apron with a large hangar were complete	25X1
6	Al Sahra Airfield 34-40-35N 043-32-40E <input type="text"/>		Operational airfield	Two new aircraft dispersal areas with eight high-speed approaches, 12 hardened aircraft shelters, one new taxiway, and one new parking apron were complete	25X1
7	Al Tai Heliport 33-31-33N 044-15-49E <input type="text"/>		Operational heliport	Operational NNW/SSE runway extended to 1,752 meters. Three new large hangars and one new parking apron were complete	25X1
8	H-2 Airfield 33-21-39N 040-35-20E <input type="text"/>		Operational airfield	One 3,905-meter WNW/ESE runway and parallel taxiway/runway and six new aircraft dispersal areas with 13 high-speed approaches and four hardstands/aircraft bunkers in late stages of construction; two new large hangars and one new parking apron were complete	25X1
9	Al Taqaddum Airfield 33-20-27N 044-35-38E <input type="text"/>		Operational airfield	One operational NW/SE runway extended to 3,725 meters; one new 3,424-meter runway/taxiway and one new aircraft dispersal area with three high-speed approaches in early-to-mid stages of construction	25X1
10	Baghdad/Muthenna Airfield 33-19-48N 044-21-57E <input type="text"/>		Operational airfield	NW/SE runway extended to 2,985 meters, one new parking apron, one possible VIP terminal, and two new large hangars were complete	25X1
11	Rasheed Airfield 33-16-50N 044-29-38E <input type="text"/>		Operational airfield	One possible VIP terminal, one parallel taxiway, three new parking aprons, and one new large hangar were complete; one small hangar in midstage of construction	25X1

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Table 2. (cont'd)

Item	Airfield/Location/BE No.	Latest Coverage	Functional Status	Improvements	
12	Baghdad Airfield International (Saddam International Airfield) 33-15-24N 044-13-33E <div></div>		Operational airfield	One new 4,001-meter NNW/SSE runway and parallel taxiway/runway with two end-connecting links and two crossover links in the midstage of construction; one new terminal building, two new aircraft dispersal areas with eight aircraft bunkers, and one medium hangar in late stages of construction	25X1
13	H-3 Airfield Northwest 33-04-50N 039-36-25E <div></div>		Operational airfield	NE/SW runway extended to 3,012 meters; taxiway and crossover link being resurfaced; two new aircraft dispersal areas with three high-speed approaches, four hardstands/aircraft bunkers, and two hardstands in midstage of construction	25X1
14	H-3 Airfield 32-56-16N 039-44-44E <div></div>		Operational airfield	Old NW/SE runway extended to 3,105 meters; new 3,654-meter NW/SE runway and new N/S taxiway complete; two new aircraft dispersal areas with seven high-speed approaches, seven hardstands/aircraft bunkers, and two new hardstands were complete; five aircraft bunkers and one parking apron in late stages of construction	25X1
15	H-3 Southwest Airfield 32-45-20N 039-36-00E <div></div>		Operational airfield	Taxiway and crossover link being resurfaced; two new aircraft dispersal areas with three high-speed approaches and four hardstands/aircraft bunkers in early stages of construction	25X1
16	Ubaydah Bin Al Jarrah Airfield 32-29-05N 045-45-17E <div></div>		Operational airfield	New aircraft dispersal areas with nine high-speed approaches and 24 aircraft bunkers in the final stages of construction; one new large hangar and one new parking apron recently completed	25X1
17	Al Amarah Airfield New 31-49-12N 047-05-03E <div></div>		Operational airfield	Parallel 3,014-meter NW/SE taxiway being resurfaced/converted to a runway; two new aircraft dispersal areas with eight high-speed approaches, 10 hardstands/aircraft bunkers, and one parking apron in early stages of construction	25X1
18	Tallil Airfield 30-55-55N 046-05-20E <div></div>		Operational airfield	Old NW/SE runway being extended to 3,666 meters; new 3,000-meter parallel runway in late stages of construction; four new aircraft dispersal areas with 18 high-speed approaches and 28 aircraft bunkers, two end-connecting and one crossover links, one taxiway, and one parking apron in late stages of construction	25X1
19	Jalibah Southeast Airfield 30-32-52N 046-36-28E <div></div>		Operational airfield	Old NW/SE runway being extended to 3,443 meters; a new 3,103-meter parallel runway and two aircraft dispersal areas with eight high-speed approaches and 12 aircraft bunkers in late stages of construction; a new 3,344-meter parallel runway/taxiway and two aircraft dispersal areas with 11 high-speed approaches and 12 aircraft bunkers in early-to-midstage of construction, two end-connecting and two crossover links, and two parking aprons also under construction	25X1

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4. Of the 19 upgraded airfields, six are in the northern part of the country, six in central Iraq, four in the west near the Jordanian and Syrian borders, and three in the southeast (Table 2). Fourteen were being upgraded with aircraft dispersal areas and/or aircraft bunkers. At nine of the airfields, runways were being extended, while at 10 others new runways were under construction. For example, at H-3 Airfield Northwest (Figure 4), near the Jordanian border, typical airfield upgrading included extending the runway, resurfacing the taxiway, and constructing hardstands/aircraft bunkers at aircraft dispersal areas. (S/WN)

REFERENCES**IMAGERY**

All applicable satellite imagery acquired from [] was used in the preparation of this report. (S/WN)

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